Traffic Calming Plan & Policies

Description

The purpose of traffic calming guidelines is to establish local practice for planning, designing and constructing traffic calming devices at selected locations on local roadways or within neighborhood areas. In 1997, the Traffic Calming Subcommittee of the Institute of Transportation Engineers defined traffic calming as follows:

Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users. (Lockwood, Ian. ITE Traffic Calming Definition. ITE Journal, July 1997, pg. 22)

Traffic calming devices are intended to improve safety and quality of life in neighborhoods and other areas where low speed operations are appropriate. Functional objectives include:

- Reduce vehicle speeds
- Reduce the number and severity of motor vehicle accidents
- Increase safety (and the perception of safety) for non-motorized users
- Reduce the need for police enforcement
- Enhance the street environment
- Increase access for all modes of transportation
- Reduce cut-through motor vehicle traffic.

Traffic calming devices are not appropriate for all locations. Their use should be limited to low volume local roadways, typically with daily traffic volumes less than 2,500 vehicles per day. The use of traffic calming devices should be limited to two-lane roadways. As with most traffic control devices, they should not be used unless a need is clearly indicated, usually where speeds typically exceed 35 miles per hour or where there is a significant history of accidents.

The Institute of Transportation Engineers, in conjunction with the Federal Highway Administration, provides a website to guide local communities in the consideration of traffic calming devices. That source lists four types of measures:[1]

1. Vertical deflections (speed humps, speed table, raised intersection)
2. Horizontal shifts (neighborhood traffic circle, chicane)
3. Roadway narrowings (choker, center island)
4. Closure (dead-end island, diverter island)

Generally, vertical deflections, horizontal shifts and roadway narrowings are intended to reduce speed and enhance the street environment for non-motorists. Closures are intended to reduce cut-through traffic by obstructing traffic movements in one or more directions.

Traffic calming measures are typically adopted by communities in the form of local standards, much like landscaping or engineering standards for installation of infrastructure. These may be adopted by the local town/city council or county commissioners, or they can be incorporated into the local subdivision control ordinance.

Relevant Statutes

- IC-36-7-4: Local Planning and Zoning

[1]See **Traffic Calming Measures, ITE** in the *Helpful References and Links* section of this tool.

Capacity Recommendations

The services of a professional engineer are required to evaluate and implement traffic calming guidelines. Involving a landscape architect or planner may also be beneficial to accomplish all the objectives of traffic calming.

Guidelines / Considerations for Implementation

- No guidelines/ considerations for implementation are available for this tool.

Example Ordinances

No example ordinances are available for this tool.

Example Studies

- **City of Indianapolis: Neighborhood Traffic Calming**: In this example, Indianapolis outlines the best practices for neighborhood traffic calming. (See link on list of tools).

Helpful References and Links

- **Traffic Calming Measures, ITE:** This section of the ITE website provides pictorial examples, descriptions, applications, impacts, issues and costs of traffic calming measures. **[http://www.ite.org/traffic/tcdevices.htm]**

- **Delaware State Department of Transportation Traffic Calming Manual:** This manual contains numerous examples of different types of traffic calming elements, as well as associated signage. **[http://www.contextsensitivesolutions.org/content/reading/traffic-calming-del-dot/resources/traffic-calming-del-dot/]**

- **Traffic Calming Guidelines, City of Stockton, CA:** These guidelines address existing and future neighborhood implementation, and provide a toolbox of traffic calming elements, design guidelines and references. **[http://www.stocktongov.com/publicworks/publications/TrafficCalming.pdf]**

- **Traffic Logix – Traffic Calming Programs in North America:** This comprehensive list provides links to traffic calming programs across North America. **[http://www.trafficlogix.com/program-links.asp]**

Helpful Contacts

- **ITE List of Consultants** – List of transportation consultants, searches can be performed by name, location and/or specialty area.

  Institute of Transportation Engineers
  1099 14th Street, NW, Suite 300 West
  Washington, DC 20005-3438
  (202) 289-0222
  http://www.ite.org/directories/consultants.asp

- **Indiana Planning Association List of Consultants** – This resource lists numerous private consulting firms that offer planning services. Some of the most common tasks performed by consultants are the formation of comprehensive plans, corridor studies, zoning ordinances, and other development plans and regulations. The resource is only available to Indiana Planning Association members.

  Indiana Planning Association
  PO Box 44804
  Indianapolis, IN 46244
  (317) 767-7780
  http://www.indianaplanning.com

Other Possible Funding Sources

- **Safe Routes** – National Center for Safe Routes to School, [http://www.saferoutesinfo.org/legislation_funding/]

Program Objectives and Issues Addressed

- Transportation/ Infrastructure planning
- Transportation circulation
- Corridor planning
- Sprawl
- Public safety

See Also

- Areawide Thoroughfare Plan
- Comprehensive Corridor Plan
- Design & Construction Standards for Infrastructure